

PUBLIC DETERMINES TREND OF MOTOR CAR DEVELOPMENT

Motorists Can Trace Motor
Car Development Through
Several Distinct Phases.

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Company.

Repeated announcements of new designs and features have lost much of their old power of attraction. Most people know that the fundamental principles of motor car design have now been determined upon.

Most men who have spent the greater part of their lives in the motor car industry, as well as motor car owners whose ownership began with the earliest models, can trace motor car development through several distinct phases.

After the preliminary engineering problems had been solved and the

practicality of the motor car had been proved, came a period in which the chief objects sought were power and speed. This was due largely to the fact that, as in succeeding periods, motor car manufacturers were following the demands of the public.

The next period was characterized by a demand on the part of an increasing number of people, both men and women, for the gentler qualities in a car—smoothness, comfort, quiet and cleanliness. It was in this period that the motor car's utility as both a pleasure-giving and serviceable vehicle began to be recognized. The result was the design and production of a large number of cars distinguished more for their convenience and smoothness than for their power.

The next period was a natural outgrowth of this development. Speed laws became more stringent; the number of motor cars in use increased very fast. The owner of a high-powered car built for speed began to find that conditions were restricting his car's service ability. On the other hand, the owners of the low-powered type of cars, having gained confidence and at the same time discovered the need for extra power for emergencies, on the hill climb, etc., began to demand this extra power margin equally with smoothness and quietness.

This development put motor car manufacturers in a quandary. Compromises were frequent among those who desired to serve all classes of motor car buyers. Some manufacturers frankly accepted the situation and continued to make special cars for special purposes.

It was at this time that Peerless

began its experiments which resulted in the production of the Peerless 80 horse power Eight which was developed and put on the market about six years ago.

Peerless engineers, at that time confronted with this dilemma, refused to compromise—to sacrifice power for smoothness and gentleness on the one hand or to sacrifice on the other. They believed that a car could be produced which would combine both features efficiently and economically.

That their belief was justified has been proved for the past six years by thousands of owners of the Peerless Eight. The distinctive feature of this car lies in its two power ranges—the lowing range for town driving and traffic or for country roads and boulevards and the sporting range for great speed and tremendous power on the hills, in sand and mud—for every emergency.

Automobile sales in the Philippine Islands have increased at an astonishing rate in the past year and a half according to the Luneta Motor Company, Maxwell dealers at Manila. With a garage full of over sixty cars and an office and sales force of about twenty, this company intends to erect a new four-story building to take care of their increasing business.

Harry J. De Beer, local Maxwell-Chalmers distributor, is in receipt of a letter stating that the Ocean Shore Railroad of California has been forced out of business by the automobile. The railroad has applied for permission to abandon operations, giving as the main reason the increased use of trucks and passenger automobiles.

NEW ACE CAR ON EXHIBITION AT COMMODORE

Guy Disk-Valve Motor Per-
fected After Ten Years of
Experimental Work.

Does the new Guy disk-valve motor in the Ace car, manufactured by the Apex Motor Corporation, Ypsilanti, Mich., solve the year-old riddle of how to get away from the unmechanical poppet valve? That is the question automotive engineers, dealers and distributors are going to try to answer in their own minds by looking under the hood of this car at the Hotel Commodore and riding in one of the demonstrators on the streets.

The Ace motor is the result of ten years' experimental work on the part of Fred M. Guy, Vice-President and Chief Engineer of the company. Eighteen months ago the first motor, a four, had been brought to a state of perfection which proved

quite conclusively that this type of motor, marked a revolutionary advancement in valve construction. Since that time the entire concentration of the engineering force has been directed on the new six, which is perfected and ready.

The valves are a series of disks, one in the combustion chamber of each cylinder. These disks are geared together in chain from a master gear driven from the crank shaft by worm. Each disk operates at one-eighth crank shaft speed and contains four slots cut in the form of a "V" from the periphery to the hub of the disk. These "V" shaped slots in the process of rotation of the disk pass over ports which enter into the intake and exhaust manifolds of the motor. On the intake stroke of the motor, four slots in the disk register with four ports in the cylinder, thus communicating with the intake manifold. On the exhaust stroke the same thing takes place. This gives a wide open manifold opening by a perfectly mechanical movement, which means that the intake of gases and the scavenging of the cylinders are accomplished perfectly at any speed. In comparison with the poppet valve type of motor, consider in the new disk-valve type that there is no opportunity for lag or chatter of valve springs at high speed.

Also due to the perfect handling of gases coming into and leaving the cylinders a very high torque at low speed is created, giving the engine unusual pulling ability.

Another feature of note is the fact that these valves never carbonize and never need grinding. The rotation of the valve gives a wiping action on an oil film, and inasmuch as there

is practically no friction in this wiping action it is to be presumed that the valve will never wear out during the life of the motor. Each disk is prevented from chattering on the suction stroke by a compressed spring. This spring, in turn, has its

tension offset by a thrust bearing, thus keeping the disk on an even seat, yet reducing friction to the minimum. The valve itself is held to its driving shaft by a universal action which takes up any possible misalignment. In carefully conducted

tests it has been proved that the friction power loss is about one-half in this motor as compared to the ordinary poppet valve type. The Ace car is shown in four models—touring, roadster, touring and sedan—at the Hotel Commodore.



MEN and women, the world over, are irresistibly attracted to the Cadillac, first, last, and most of all, because of its everlasting and unvarying dependability.

That is the determining Cadillac thought—the thought, which is likewise a certainty and a conviction—that there is nothing they can ever ask of the Cadillac which it will not render them.

CADILLAC MOTOR CAR COMPANY

A GOOD NAME—THE MASTER SALESMAN

Sound principles prove themselves in times of stress, and test and trial.

The reason Dodge Brothers Motor Car stands well today is that, six years ago, Dodge Brothers were thinking of to-day.

They built their car, in the beginning, so that it would be sure to stand well to-day.

The reason Dodge Brothers Motor Car is now strong in sales is that, six years ago, Dodge Brothers were thinking less of building and selling motor cars and more of building and deserving good will.

Six years ago they thought of sales only as something sure to follow if they built a car that deserved well at the hands of the people.

They were not thinking, then, of the huge immediate market for motor cars, but of the surer, sounder, more permanent market for a good motor car.

They wanted their name to stand, not for the quantity of motor

cars they built, but for the kind of motor car they built.

They looked forward to the day when that name alone would be sufficient to sell all of the Dodge Brothers Motor Cars their great works could build.

It was a sane, simple philosophy which thought of every man or woman who bought one of their motor cars as one who must be made a friend for the future.

It is one thing to conceive a car which will give each buyer a minimum of trouble and a maximum of satisfaction, and quite another thing to build such a car.

Six years ago, Dodge Brothers devoted themselves to the actual construction of such a car, and kept on steadily making more and more sure that they had produced it.

Because they thought chiefly of their good name six years ago, and every day since, Dodge Brothers Motor Car stands well, and sells well, the world over, to-day.

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We believe you will see no smarter models at the Automobile Show than these trim Hupmobiles.

Their new-shape top, with beveled plate glass in the back, displays an added touch of grace; the fenders show a fresher curve.

Their unusually complete equipment in-

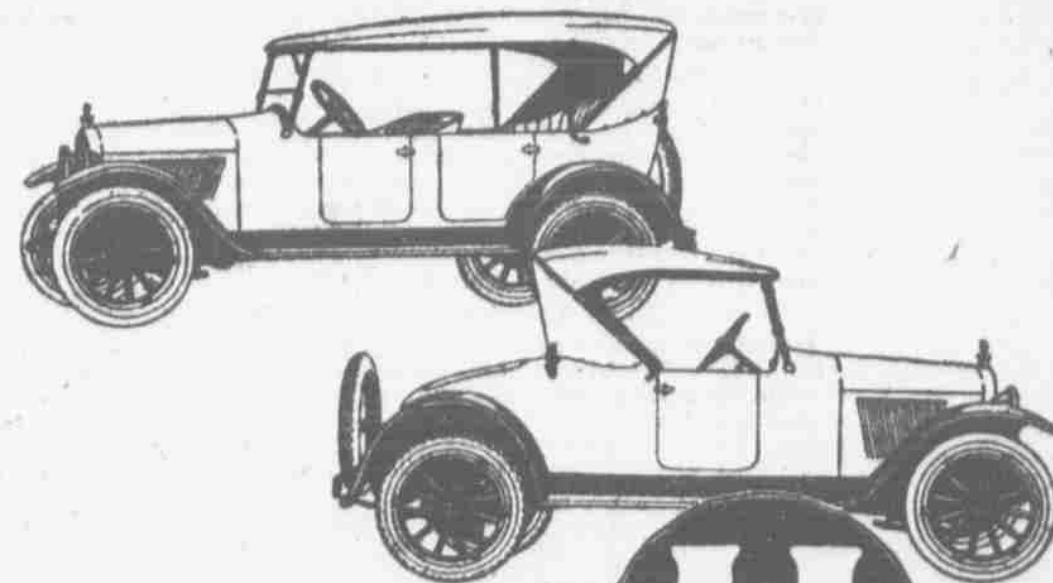
cludes such conveniences as a windshield cleaner and moto-meter.

They are finished in a beautiful new shade of Hupmobile blue.

Their appearance is worthy of the wonderful performance and continuous service which are inherent Hupmobile characteristics.

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